

Hongkong Daily Press.

ESTABLISHED 1857.

JOURNEYS IN THE NEW TERRITORY.

A PINGSHAN MUD-BED.

It is remarkable to how many people in Hongkong the name of the New Territory conveys to this day only an idea of barren hills and snowing ravine. The impression is born of the general prospect of the Kowloon hills that confront the eye as one gazes across the Harbour. But could the vision penetrate these forbidding yellow-scarred heights, it would find to its delectation valley after valley of greenest hue, vying with Ireland in verdancy and dotted with populous villages along the plain. Yet all this beauty is known to very few from our Colony. It is only for the occasional snipe-shooter or the pigeon-hunter that these smiling plains adorn themselves, and the eye of the sportsman is generally keener for the flight of a bird than for beauty in the landscape. In that case, it may be matter for no regret that sport in the New Territory this season so far has not been quite up to the mark of former years; for the comparative absence of game forces has compelled the sportsman to dwell more freely upon the loveliness of the countryside, and he cannot have failed to come away from it with mind-pictures of rippling green fields and young pine hills that will linger in his memory over afterwards as a pleasant thing. It is rather an anomaly that it is almost solely to the man who goes forth with his pockets full of cartridges and thoughts of slaying in his heart that all this beautiful region is not an unknown land, an unopened book. It is so. The hungrier sportsman seeks secluded haunts, while the peace-loving citizen revels in the excitement of *fun-tan* at Macao.

But if the waving rice-fields of the New Territory delight the beholder as the sunshine dances across the green and yellow grain, there are certain times when they possess nothing except terrors, and that is when night overtakes the wayfarer among their labyrinthine roads. Should he get off the beaten paths that lead from one village to another he may as well give himself up to chance whether or no he shall ever extricate himself from the maze. The paths through a paddy-plain are not remarkable for width; they run from half an inch to perhaps two feet broad, sometimes paved, more often not. At each side there is a ditch, and a slip of the foot leads the pedestrian into half-a-foot of mud and water. Even in daylight it behooves the walker to walk warily, for these paths are intersected here and there, with cross-channels through which the irrigating streams run from one level to another, rendering the neighbouring portions of the paths soft and treacherous. Judge then what roads these are to traverse at night! There are numerous instances on record of benighted travellers bemoaning the piteousness of these solitudes. On one occasion two well-known Scotsmen (who knew the district well, too) found themselves in such a predicament, but with the impressiveness of their race they are said to have sat down among the wet paddy and sung "Scots Wha Hae" and "The Old Hundred" alternately until daylight came to their relief. Then they found that they were only a few hundred yards from their own place.

A party that left Hongkong recently on a shooting trip to Deep Bay had a taste of the discomforts which can befall the unwary in these parts. "Deep Bay" is a misnomer, probably so-called for the same reason that the suburban dweller proudly tabs his semi-detached cottage "The Oaks" or "The Elms" when there is hardly a shrub within sight. It is about six miles broad at its widest and impossible for launches at low water. That was the state of things here. The launchers landed at the head of the bay and shot down the east side, intending to pick up their launch some miles down, in the evening. But owing to a miscalculation of the tide, the launch remained fast on the mud and not the slightest prospect had we of getting off until the small hours of next morning. Here was a pretty kettle of fish! The "shot" basket had already been nearly depleted and there were two bottles of beer left. It was just getting dark. But it was highly important that one of the number should if possible get in communication with Hongkong that night, and two of us at length decided to start for the night at police station, Pingshan. We were armed with these two remaining bottles. We calculated that the distance was six or seven miles, and set off along the trackless coast at a rattling pace. As darkness deepened, however, troubles began to come thick upon us. We struck through a rugged gap in the hills and had our way down a wild ravine on the far side, where we would see the twin lights of Pingshan Station glimmering on a hill some miles away. Between us and the welcome light there was an absolutely flat country which, given a good road, we could have traversed in an hour.

We stumbled along in the dark for a couple of miles or so, more often in the paddy than out of it, until at length we came to a creek, which we waded. Twenty yards further on the creek again befriended us or so the creek again. In fifty more yards or so the creek again. That creek! We must have crossed it nearly a score of times; and of course to make matters worse the bigger man of the two invariably rode over the stream in his smaller companion's back. It's a way big men have. At last we both had to cast our shoes and stockings, for we found that the track ended up in a glorious mud-bank, full of sharp oyster shells and seemingly teeming with life. But into what light? It took us about an hour to get out of that quagmire, and what a state our feet and legs were in! We washed them in a lukewarm pond that smelt of fish, drank the beer, and laboriously climbed the hill to the Police Station, a veritable haven of refuge.

It was not long we could afford to stay, however. The Indian patrol were going out at ten o'clock in our direction and we eagerly embraced the chance of getting there as they embraced the chance of getting there. At one part of the return journey even their local knowledge failed them and we had to take the back-track for more than a mile before we could reach the proper road again and so through the gap down to the shore, where we could see our launch's riding-light far out in the bay.

And when we got on board we found two bottles of "Yebsing" that had been overlooked!

LATE TELEGRAMS.

[VIA CABLE.]

THE BRITISH POLITICAL CRISIS.

London, 25th September.

Sir H. Campbell-Bannerman, in a rousing call to the Liberal Party, asserts that the tendencies of the Government are markedly Protectionist, and cannot fail to lead to the tarification of food. He condemns what he calls the "discreditable trickery of remaining in office while an ex-colleague is insidiously working in favour of Protection."

London, 28th September.

Mr. John Redmond, speaking at Newcastle, County Down, said that "if Mr. Balfour was retained in office next session, the Irish Party would hold the power of life and death, and would use it without compunction to forward the Irish cause."

London, 1st October.

The letters from Mr. Ritchie and Lord George Hamilton tendering their resignations have been published. Both are dated September 15th, and declare their unequivocal adherence to the principles of Free Trade.

Lord George Hamilton, in his explanatory letter to the Conservatives at Ealing, says that he was not aware of Mr. Chamberlain's resignation when he resigned, and the first intimation he received was through a newspaper, on the 18th September, announcing the acceptance of their resignations.

Lord George Hamilton, in his letter to Mr. Balfour, says that he considers preferential tariffs and retaliation detrimental to Indian, commerce and industry. Access to foreign markets is essential to the development of India's exports.

Mr. Chamberlain has written a preface to the series of articles on Imperial reciprocity in the *Daily Telegraph*, which has been reprinted and issued in pamphlet form. He declares the articles to constitute a conclusive indictment of our one-sided system of free imports, which shows evident signs of failure. He repudiates the assertion of his opponents that fiscal reformers are prepared to restore the evils of the anti-Corn Law times, and reduce the masses of the people to starvation. He declares that the duty imposed on food, with a view to securing preferential trade with the Colonies, would be a small one probably wholly, and certainly partly, paid by the foreigner. The additional cost to the working classes would be fully met by an equivalent reduction in other equally necessary articles of food, such as tea and sugar. On the other hand, tariffs may be revised with a view to securing an increase of trade with our fellow-subjects, who are our best customers, and of the power of bargaining with foreign competitors, both of which changes provide more employment for our people, a greater demand for our own labour, and a corresponding rise in wages, while constituting a great advance towards the union of the Empire, and freer trade with the rest of the world.

Mr. Balfour, speaking at the Conservative Conference at Sheffield, said that the present state of affairs was absolutely inconsistent with Free Trade as Cobden understood it. In the past fifty years a wall of tariffs has been built up against us, and the Colonies have been building up a system of Protection which will eventually make it as difficult to send goods to them as to protect countries. Free trade was a vain farce. Cobden never dreamed of the Trust system and the injury it would do us.

For the present state of things Mr. Balfour said that he knew of no cure; but he knew of a palliative, and he asked the country to give the Government something with which to negotiate. With public opinion in its present state a tax on food was not within practical politics. His remedy could not be complete, even if tried in its integrity, and could not thus be tried because the country would not tolerate a tax on food; but he had been asked to give a lead and, as leader of the party, he meant to lead it.

THE BALKANS.

London, 25th September.

The Ottoman Commissioner has not yet to Bulgaria that the Sultan has issued an order sanctioning the execution of reforms by a Mixed Commission in accordance with the proposal mentioned in the telegram of the 23rd instant; but, as the announcement does not indicate the composition of the Commission, and is otherwise vague, it is believed at Sofia that the negotiations are merely a manoeuvre.

Sir Nicholas O'Connor has informed the Porte that neither Turkey nor Bulgaria must expect the support of Great Britain in resisting the execution of reforms. The steps to give effect to the reforms, he says, have been lamentably inadequate, and far more prompt and more effective measures are necessary. A corresponding intimation has been made to Bulgaria.

LATER.

Public indignation at the bloodshed in Macedonia is growing in volume day by day. Numerous meetings of protest are being held in England, at which the intervention of the Powers is eagerly demanded.

London, 26th September.

Replying to a letter from the Archbishop of Canterbury regarding the sufferings of Macedonia, Mr. Balfour says that while sympathising with His Lordship's feelings, the case is not one of simple misgovernment and oppression. The Christian populations themselves have lent their racial and religious differences to increase each other's ills, and had the Porte earnestly pressed and the populations frankly accepted the Austro-Russian reforms the horrors might have been averted, but while the Porte was evasive and dilatory the Revolutionaries deliberately provoked violence by violence. "We must also remember," he says, "that neither Russia, Austria, nor Turkey remain indifferent to territorial redistributions."

The co-operation of Russia and Austria supported by the other Powers offers the best hope of dealing with the problem. They possess a comparable influence in the Balkans. This is one of the occasions where two Powers are stronger for executive purposes than three where every addition means decrease in efficiency."

THE PERSIAN GULF.

London, 26th September.

The *Times* says that the significance and usefulness of the Viceroy's visit to the Persian Gulf is beyond doubt, and is a natural sequel to Lord Lansdowne's declaration on the 6th May last which the *Times* lengthily discusses, mentioning various questions upon which consultation on the spot between the Viceroy and Sir A. H. Hardinge is desirable. Moreover, the presence of two high officials of the Empire travelling in befitting state cannot fail to impress on the chiefs and peoples of the Gulf our determination to retain our pre-eminence in that quarter.

Calcutta, 2nd October.

The Government of India has received information, through the India Office, that the Austrian-Lloyd's Company propose to dispatch a steamer from Trieste on a trial voyage to the Persian Gulf, intending to develop the Austrian export trade with Persia by facilitating direct communication. The steamer *Uvano* is said to have left Trieste on the 15th June, proceeding direct to the Persian Gulf, touching at Port Said, Suez, Aden, Basorah, and Bushire. The cargo is understood to be sugar, coffee, paper, and wood for the manufacture of date cases. On the return voyage it is intended to convey a full cargo of dates.

IMPORTANT MILITARY CHANGES.

London, 30th September.

It is officially announced that Sir Archibald Hunter has been appointed to the Bombay Command and Lieut. General Sir C. Tucker takes his place in Scotland. Major-General Sir R. Pole Carew has been appointed to the 8th Division of the 3rd Army Corps and Major-General Plumer to the 10th Division of the 19th Brigade of the 4th Army Corps.

LATER.

The appointment of Sir Archibald Hunter and Major-General Sir C. C. Egerton as wired on the 23rd were communicated direct from the Military Department of the India Office, which was announced to-day by the War Office.

London, 1st October.

General Rundle has been appointed to the Command of the North-Eastern district, and is succeeded at Dover by General H. F. Grant.

MOROCCO AND FRANCE.

London, 27th September.

More sensational stories are circulating that France is about to proclaim a Protectorate over Morocco, and is negotiating a *quid pro quo* with England for the neutrality of Tangier, etc. It is officially declared that the question has not been raised between England and France. An exchange of views has been proceeding, during which France has doubtless affirmed her claim to pre-eminence in Morocco, suggesting certain essential safeguards and compensations; but France does not contemplate any conquest of Morocco.

CAPE COLONY ELECTIONS.

London, 28th September.

In view of the coming elections at the Cape, the South African party has issued a programme, which the Bond has adopted as its basis of operations. It advocates a firm union of the different nationalities; the promotion of the self-dependence of South Africa; and the development of an unmistakable South African national sentiment.

THE RUSSIAN COTTON DUTY.

London, 28th September.

The Russian Government has replied to a petition of manufacturers that there will be no reduction of the duty on imported cotton in the present year.

CONSPIRATORS IN SERBIA.

London, 29th September.

The court-martial at Belgrade on the conspirators has ended in the leader, Captain Novakovic, and another, being sentenced to two years' imprisonment, and to be deprived of their Commissaries. Others got one month to one year. It is expected that King Peter will pardon all of them.

STREET FIGHTING IN BUDA-PESTH.

London, 30th September.

A carmen's strike at Buda-Pesth has led to a sanguinary encounter between the strikers and the police, in which revolvers were used on both sides. Sixty were wounded, several mortally.

THE QUEEN'S REVENUE.

London, 30th September.

The revenue for the quarter shows a decrease of £449,055.

THE FALL IN CONSOLS.

London, 30th September.

The *Financial News* states that influential representations have been made to Government with a view to the creation of a uniform British 3 per cent. stock. It is stated that the suggestion has been received sympathetically.

RACING.

London, 26th September.

The following is the result of the race for the Prince Edward Handicap:—
 Wei Pawat, ... 1
 Keno, ... 2
 Gardenhurst, ... 3

LATEST STEAMER MOVEMENTS.

The C.P.R. steamer *Empress of Japan* arrived at Vancouver on the 31st inst., at 6:30 p.m.
 The C.P.R. steamer *Farallone* arrived at Nagasaki at 9 a.m. on the 13th inst., and left again at 5 p.m. same day for Kobe, where she is due to arrive at midnight on the 4th inst.
 The A.L. steamer *Frans Ferdinand* left Kobe via Moji for this port on the 13th inst.
 The C.C. steamer *Chingpo* which sailed from San Francisco 8 p.m. 4th, leaves Yokohama for Hongkong via Kobe and Moji to-day.

MR. IRELAND ON HONGKONG.

Mr. Alleyne Ireland, author of *Tropical Colonisation*, who visited Hongkong last year, making a stay of four months, writes in the *Times* about this Colony, the article being the third of his "studies of administrations in the tropics."

The conclusion of the Chinese War of 1840-42, generally referred to as the "Opium War," a title as applicable to the circumstances of its origin as "Tea War" would be to those of the American War of Independence—found China under the necessity of signing, for the first time in her history, a treaty of concession to foreigners; and the island of Hongkong, 40 square miles in extent, was ceded to England. We took it over, a barren rock, without roads, almost without buildings, innocent of commerce, destitute of means of communication, its only asset a fine harbour, which had served as a convenient anchorage for piratical junks. To-day Hongkong is the largest port in the world, its shipping having increased from 187,000 tons entered in 1845 to 9,000,000 tons entered in 1901. The development of the Colony has kept pace with the growth of its shipping; and where within the memory of man a few mud huts disfigured the narrow shore there stands to-day the city of Victoria, a city of banks, hotels, warehouses, clubs, telephones, electric light, cable cars, a daily Press, schools, and churches. The rise of Hongkong and its present condition, but more particularly its future, destiny, suggest a number of questions of Imperial interest; but I am concerned at present rather with the history and condition of Hongkong as material for a study of colonial administration than with matters of commerce or of political prophecy.

When it has been said that the British officials in Hongkong do not attend public meetings; that justice is administered honestly; that life and property are as secure in the Colony as they are in London; that two or three of the Government Departments are well managed, the Harbour Department and the Medical Department conspicuously so; and that the Civil Service of the Colony contains a number of men who are possessed of high qualifications, and fail to be useful public servants only because Hongkong, as in some other places in the British Empire, is considered the worst of bad form to be interested in one's work, the most ardent admirer of British rule finishes himself at a loss to discover much else in the administration of Hongkong of which he can speak well. It may be said with truth that the Colony is prosperous, that there is scarcely any place in the world which can show such a record of progress during the past half-century; and the success of the Colony may be held up as a reply, full of eloquent silence, to any criticism of the Government or of its servants. But, as a matter of fact, the general prosperity of Hongkong, granted the protection of life and property and the honest administration of justice, has never depended on the efficiency of the Government; for although, in matters of policy, advice comes from time to time worked great injury to the interests of the Colony, its commercial activity has always rested on external causes operating in a way as to be unaffected by the course of internal administration.

Before passing to a consideration of local affairs attention may be directed to a matter in which the responsibility for a very grave error of policy rests with the Imperial authorities. The life of Hongkong is its shipping, its commercial importance depending entirely on the convenience of the port as a depot for the immense seaborne trade of the Far East. Owing to the abrupt rise of the hills at a distance of but a few hundred yards from the sea, the land available for warehouses and for other buildings connected with the shipping was from the first most limited in extent and soon proved entirely inadequate for the growing needs of the port. In order to overcome this grave impediment to its development the Colony has from time to time undertaken reclamation work on an extended scale, and the sea-wall has been pushed gradually further and further into the harbour. The amount of money spent on this work already exceeds \$5,000,000; and the Praya Reclamation Scheme, having as its ultimate object the filling in of a very large area between Murray Pier and Causeway Bay, is regarded by everybody as absolutely essential to the future welfare of the Colony. Despite the earnest protests of successive Governors and of nearly every prominent man in Hongkong, the Colonial Office has permitted the Admiralty to construct in the very centre of the proposed reclamation a large dock for the use of the British Navy. The result is that the town is cut in half in the middle of what was to have been its great thoroughfare, and the settled ambition of the Colony to have a fine, continuous sea-wall from one end of the town to the other has been defeated. To the people of Hongkong the construction of this dock has the appearance of a deliberate andanton injury to the interests of the Colony, for a place could have been chosen more completely unsuitable for a large dock. The sea-bottom is of mud and a dock of the most extravagant expenditure is necessary to make the dock water-tight; it is so situated that there is no room for expansion; all vessels entering or leaving it will have to lie right in the fair-way of the harbour; and there is no room near the dock for the houses of the workmen. It would be interesting to know why the selection of this site should have been persisted in when, before a single pile had been driven, we had acquired the New Territory which offers opportunities for dock construction unsurpassed in any part of the world; the more so since the Colony would have gladly paid the Admiralty a price for its rights on the Hongkong sea front which would have covered the entire cost of constructing a dock in the New Territory.

(Continued on page 5.)

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DANCING.

PLEASE NOTE.

MRS. DONALDSON (Daughter of Professor F. E. WILSON, of Richmond, Surrey, England), begs to inform the residents of Hongkong and district that her Classes are now forming in the **CITY HALL**, and beginners who wish to be able to dance this season in time for the Scotch Ball should enroll at once.

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MOGUL LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

STEAMSHIP "SIKI," FROM GLASGOW, LIVERPOOL AND ANTWERP.

THE above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected by us in any case whatever.

DODWELL & CO., LD., Agents.

Hongkong, 14th October, 1903. [2883]

NEW ADVERTISEMENTS

(ABBREVIATED) PROSPECTUS

OF THE HONGKONG BREWERY COMPANY, LIMITED.

[Incorporated under the Companies Ordinance—Hongkong 1865 to 1889, whereby the liability of a shareholder is limited to the amount of his shares.]

CAPITAL.

Hongkong Currency \$250,000, divided into 2500 shares of \$100 each, payable as follows:—\$50 on application, \$25 on 1st May, 1904, and \$25 on 1st Dec. 1904.

MANAGERS.

Messrs. PAUL LEM & CO., of No. 15 Queen's Road Central, Victoria, Hongkong.

CON-UTATIVE COMMITTEE.

WILLIAM CHARLES JACK, Esq., M.B.A., Hongkong.
ALBERT DUNN, Esq., M.B.A., Hongkong.
FRANCIS PAUL HUNT, Esq., Solicitor, Hongkong.

BANKER.

THE HONGKONG AND SHANGHAI BANKING CORPORATION.

SOLICITORS.

G. K. H. BRETHERTON, Esq., Nos. 39 and 41 Des Voeux Road, Hongkong.

AUDIT R.

A. R. L. W. Esq., Chartered Accountant, Hongkong.

REGISTERED OFFICE.

No. 15, Queen's Road Central, Hongkong.

The Company has been formed for the purpose of acquiring land in the Colony of Hongkong, and of erecting thereon a Brewery and buildings convenient for the purpose thereof, and to manage, maintain and carry on the said Brewery and buildings when erected and constructed.

On the land intended to be acquired is a supply of water of sufficient quantities for the requirements of the Brewery, and very suitable for brewing purposes, as shown by the analysis of Mr. P. B. Owen, Government Analyst at Hongkong, which analysis can be inspected at the registered office of the Company.

After carefully going into the question of expenses, the Premier, Mr. E. A. Mearns, the Manager of Messrs. P. Lem & Co., has concluded that with a brewing of 50,000 gallons of beer a dividend of 15 per cent. on the cost will be payable on the capital of the Company.

No capital stock is available showing the quantities of European and Japanese Beer imported into Hongkong and China, but there is no doubt that the demand for beer is increasing; this the following figures will show:—

Japanese Beer imported into China.
1891 1890 1889
1891 1890 1889
1891 1890 1889

During the last three years the Japan Brewery Company and the Yohsai Brewery, which are the two largest Breweries in Japan, have paid the following dividends:—

Japan Brewery Yohsai Brewery
1891 1890 1889 1891 1890 1889
1891 1890 1889 1891 1890 1889

It is the intention of the management, as a beginning to supply the local market, and it is anticipated that there will be a demand from the Garrison at Hongkong and from the various merchant ships which call at Hongkong.

It is estimated that the cost of erecting the building necessary for the Company and for the equipment of the plant, &c., will not exceed the sum of \$80,000.

It is believed that the brewery premises will be completed by the month of March 1904, and that the Brewery will be in full working order by the month of April, 1904.

Copies of the Memorandum and Articles of Association of the Company, and any other acts and the report above mentioned, may be inspected at the registered office of the Company. Forms of application for shares may be obtained from the Company's Managers and Bankers.

Applications for shares should be forwarded to the Hongkong and Shanghai Banking Corporation, the Bankers of the Company, Hongkong, from whom copies of the Prospectus may be obtained.

Copies of the Prospectus and further information may also be obtained from the Managers, Messrs. P. LEM & CO., Hongkong, 15th October, 1903. [2892]

IMPERIAL GERMAN MAIL LINE.

NORDEUTSCHER LLOYD.

HAMBURG-AMERIKA LINIE.

NOTICE TO CONSIGNEES.

THE Steamship "PRUSSIAN."

OF THE NORDEUTSCHER LLOYD.

having arrived, Consignees of Cargo are hereby informed that their Goods, which are hereby notified to be ready for delivery, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 11 A.M., To-day, 14th inst.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 21st October, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on Wednesday, the 21st October, at 9.30 A.M.

All claims for damage must reach us before the 25th October, or they will not be recognized.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by **NORDEUTSCHER LLOYD, MELCHERS & CO.,** Agents.

Hongkong, 14th October, 1903. [2893]

STEAMSHIP SERVICE TO NEW YORK VIA SUEZ CANAL.

(With liberty to call at Philippine Ports.)

THE Steamship "SENECA."

Captain C. R. Beynon, will be despatched on or about THURSDAY, the 15th November.

For Freight and further information, apply to **STANDARD OIL COMPANY OF NEW YORK,** Oriental Freight Department.

Hongkong, 14th October, 1903. [2882]

NEW ADVERTISEMENTS

FROM HAMBURG, BREMEN, ROTTERDAM, ANTWERP AND SINGAPORE.

THE N.D.L. Steamship "MARBURG."

Captain Stern, having arrived from the above ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their Goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before Noon, To-day, the 14th inst.

Any Cargo impeding her discharge will be left in the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 21st October, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 21st October at 9.30 A.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE, Hongkong Office.

Hongkong, 14th October, 1903. [2888]

AUCTION.

PUBLIC AUCTION.

MR. GEO. P. LAMBERT has received instructions to Sell by Public Auction in **RIGHT LOTS** on **THURSDAY, the 15th OCTOBER, at 3 O'CLOCK P.M.,** the following **VALUABLE LEASEHOLD PROPERTY** Situated in **CAINE ROAD, VICTORIA, HONGKONG, viz:—**

Lot 1.—All that piece or parcel of ground situated at Victoria in the Colony of Hongkong, intended to be registered in the Land Office as Sub-section 2 of Section A of Island Lot No. 424. Area 2,175 square feet or thereabouts. Term 999 years from 24th May, 1855. Annual Crown rent \$177 together with the message erection and buildings thereon erected and known as No. 45, Caine Road.

Lot 2.—All that piece or parcel of ground situated at Victoria in the Colony of Hongkong, intended to be registered in the Land Office as Sub-section 2 of Section A of Island Lot No. 424. Area 2,175 square feet or thereabouts. Term 999 years from 24th May, 1855. Annual Crown rent \$177 together with the message erection and buildings thereon erected and known as No. 45, Caine Road.

Lot 3.—All that piece or parcel of ground situated at Victoria in the Colony of Hongkong, intended to be registered in the Land Office as Sub-section 2 of Section A of Island Lot No. 424. Area 2,175 square feet or thereabouts. Term 999 years from 24th May, 1855. Annual Crown rent \$177 together with the message erection and buildings thereon erected and known as No. 45, Caine Road.

Lot 4.—All that piece or parcel of ground situated at Victoria in the Colony of Hongkong, intended to be registered in the Land Office as Sub-section 2 of Section A of Island Lot No. 424. Area 2,175 square feet or thereabouts. Term 999 years from 24th May, 1855. Annual Crown rent \$177 together with the message erection and buildings thereon erected and known as No. 45, Caine Road.

Lot 5.—All that piece or parcel of ground situated at Victoria in the Colony of Hongkong, intended to be registered in the Land Office as Sub-section 2 of Section A of Island Lot No. 424. Area 2,175 square feet or thereabouts. Term 999 years from 24th May, 1855. Annual Crown rent \$177 together with the message erection and buildings thereon erected and known as No. 45, Caine Road.

Lot 6.—All that piece or parcel of ground situated at Victoria in the Colony of Hongkong, intended to be registered in the Land Office as Sub-section 2 of Section A of Island Lot No. 424. Area 2,175 square feet or thereabouts. Term 999 years from 24th May, 1855. Annual Crown rent \$177 together with the message erection and buildings thereon erected and known as No. 45, Caine Road.

Lot 7.—All that piece or parcel of ground situated at Victoria in the Colony of Hongkong, intended to be registered in the Land Office as Sub-section 2 of Section A of Island Lot No. 424. Area 2,175 square feet or thereabouts. Term 999 years from 24th May, 1855. Annual Crown rent \$177 together with the message erection and buildings thereon erected and known as No. 45, Caine Road.

Lot 8.—All that piece or parcel of ground situated at Victoria in the Colony of Hongkong, intended to be registered in the Land Office as Sub-section 2 of Section A of Island Lot No. 424. Area 2,175 square feet or thereabouts. Term 999 years from 24th May, 1855. Annual Crown rent \$177 together with the message erection and buildings thereon erected and known as No. 45, Caine Road.

Lot 9.—All that piece or parcel of ground situated at Victoria in the Colony of Hongkong, intended to be registered in the Land Office as Sub-section 2 of Section A of Island Lot No. 424. Area 2,175 square feet or thereabouts. Term 999 years from 24th May, 1855. Annual Crown rent \$177 together with the message erection and buildings thereon erected and known as No. 45, Caine Road.

Lot 10.—All that piece or parcel of ground situated at Victoria in the Colony of Hongkong, intended to be registered in the Land Office as Sub-section 2 of Section A of Island Lot No. 424. Area 2,175 square feet or thereabouts. Term 999 years from 24th May, 1855. Annual Crown rent \$177 together with the message erection and buildings thereon erected and known as No. 45, Caine Road.

Lot 11.—All that piece or parcel of ground situated at Victoria in the Colony of Hongkong, intended to be registered in the Land Office as Sub-section 2 of Section A of Island Lot No. 424. Area 2,175 square feet or thereabouts. Term 999 years from 24th May, 1855. Annual Crown rent \$177 together with the message erection and buildings thereon erected and known as No. 45, Caine Road.

Lot 12.—All that piece or parcel of ground situated at Victoria in the Colony of Hongkong, intended to be registered in the Land Office as Sub-section 2 of Section A of Island Lot No. 424. Area 2,175 square feet or thereabouts. Term 999 years from 24th May, 1855. Annual Crown rent \$177 together with the message erection and buildings thereon erected and known as No. 45, Caine Road.

Lot 13.—All that piece or parcel of ground situated at Victoria in the Colony of Hongkong, intended to be registered in the Land Office as Sub-section 2 of Section A of Island Lot No. 424. Area 2,175 square feet or thereabouts. Term 999 years from 24th May, 1855. Annual Crown rent \$177 together with the message erection and buildings thereon erected and known as No. 45, Caine Road.

Lot 14.—All that piece or parcel of ground situated at Victoria in the Colony of Hongkong, intended to be registered in the Land Office as Sub-section 2 of Section A of Island Lot No. 424. Area 2,175 square feet or thereabouts. Term 999 years from 24th May, 1855. Annual Crown rent \$177 together with the message erection and buildings thereon erected and known as No. 45, Caine Road.

Lot 15.—All that piece or parcel of ground situated at Victoria in the Colony of Hongkong, intended to be registered in the Land Office as Sub-section 2 of Section A of Island Lot No. 424. Area 2,175 square feet or thereabouts. Term 999 years from 24th May, 1855. Annual Crown rent \$177 together with the message erection and buildings thereon erected and known as No. 45, Caine Road.

Lot 16.—All that piece or parcel of ground situated at Victoria in the Colony of Hongkong, intended to be registered in the Land Office as Sub-section 2 of Section A of Island Lot No. 424. Area 2,175 square feet or thereabouts. Term 999 years from 24th May, 1855. Annual Crown rent \$177 together with the message erection and buildings thereon erected and known as No. 45, Caine Road.

Lot 17.—All that piece or parcel of ground situated at Victoria in the Colony of Hongkong, intended to be registered in the Land Office as Sub-section 2 of Section A of Island Lot No. 424. Area 2,175 square feet or thereabouts. Term 999 years from 24th May, 1855. Annual Crown rent \$177 together with the message erection and buildings thereon erected and known as No. 45, Caine Road.

Lot 18.—All that piece or parcel of ground situated at Victoria in the Colony of Hongkong, intended to be registered in the Land Office as Sub-section 2 of Section A of Island Lot No. 424. Area 2,175 square feet or thereabouts. Term 999 years from 24th May, 1855. Annual Crown rent \$177 together with the message erection and buildings thereon erected and known as No. 45, Caine Road.

Lot 19.—All that piece or parcel of ground situated at Victoria in the Colony of Hongkong, intended to be registered in the Land Office as Sub-section 2 of Section A of Island Lot No. 424. Area 2,175 square feet or thereabouts. Term 999 years from 24th May, 1855. Annual Crown rent \$177 together with the message erection and buildings thereon erected and known as No. 45, Caine Road.

AUCTION.

PUBLIC AUCTION.

BY ORDER OF THE MORTGAGEE, R. G. P. LAMBERT will sell by Public Auction, on

TUESDAY, the 20th OCTOBER, 1903, at 3 O'CLOCK P.M., at his SALES ROOMS, Duddell Street, **THE VALUABLE LEASEHOLD PROPERTY** situated in the Colony of Hongkong, being Nos. 13 and 14 Whitefield and Nos. 25, 26, 27 and 28 Shek Pai Wan, situated in the Colony of Hongkong.

The following are the particulars:—
1. All that Piece or Parcel of land situated at Causeway Bay in the Colony of Hongkong and registered at the Land Office as Island Lot No. 1051 containing in the area 1050 square feet held for the residue of the term of 999 years commencing on the 1st February 1887 created therein by a Crown Lease dated the 7th February 1887 Together with the message or tenement and other erections and buildings thereon known as No. 13 Whitefield, subject to the annual Crown rent of \$12.00. Monthly rental \$15.00 excluding taxes.

2. All that Piece or Parcel of land situated at Causeway Bay in the Colony of Hongkong and registered at the Land Office as Island Lot No. 1052 containing in the area 1050 square feet held for the residue of the term of 999 years commencing on the 1st February 1887 created therein by a Crown Lease dated the 7th February 1887 Together with the message or tenement and other erections and buildings thereon known as No. 14 Whitefield, subject to the annual Crown rent of \$12.00. Monthly rental \$15.00 excluding taxes.

3. All that Piece or Parcel of ground situated at Aberdeen in the Colony of Hongkong and registered at the Land Office as Aberdeen Island Lot No. 133 containing in the area 4250 square feet held for the residue of the term of 999 years commencing on the 26th December 1893 created therein by a Crown Lease dated the 13th April 1893 Together with the message or tenement and other erections and buildings thereon known as Nos. 25, 26, 27 and 28 Shek Pai Wan, subject to the annual Crown rent of \$2.00. Monthly rental \$2.00. Monthly rental \$2.00. Monthly rental \$2.00.

For further Particulars and Conditions of Sale apply to **MR. GEO. K. HALL BRUTTON,** Solicitor for the Vendor, or to **MR. G. P. LAMBERT,** Auctioneer.

Hongkong, 12th October, 1903. [2874]

NOTICE.

WE BEG TO NOTIFY that the Piece of Ground with the Premises thereon, known as **WANG-KUT, Bamboo and Pine-wood shop**, in **Fong Chuen** village, was formerly a Paddy Field and Swamp. In the year 1895 it came into our possession, subject to various conditions, by paying nine hundred dollars to the property owner, **MR. WONG CHING-PO** of **Wong-Chung-Hi-Fong**; and we remained the place and built the said premises at great cost. Now we have it stated that the said owner is going to sell that piece of ground to other people for the construction of foreign gardens. As there are existing conditions between us and the said owner, we conditions advertise this notice in the local and foreign papers. Any person who desires to purchase the place in question, should first communicate with us and repay us all the expenses we have incurred, as part of the price of the said place.

WANG-KUT, Bamboo and Pine-wood Shop, Fong Chuen, Canton.

2852

CARTRIDGES.

ROBERTS SPORTING BALLISTITE. Absolutely Smokeless and Water-resisting. THE BEST NITRO-POWER IN THE WORLD.

PRICE OF 12-BORE CARTRIDGES:— Loaded with With Powder Powder only, and 1 oz. of Shot.

Primrose Cases \$8.25
Diamond Cases 6.50
Pistol Brass Cases 7.50

Apply to—**WM. SCHMIDT & CO.** Gunmakers, Hongkong.

Hongkong, 1st July 1902. 191

CYCLE.

JUST Received, "RAMBLER" CHAIN-LESS IMPROVED TWO-SPRING GEAR, COASTER BRAKE, SPRING FRONT FORK and CUSHION FRAME BICYCLES. The most up-to-date and most reliable Machine in the Market. Any person having once ridden a "Rambler" will not use any Machine of inferior make and quality. Bicycles suitable of all description kept in stock.

We also keep in hand a good stock of Electric Bells and Fittings, and also undertake to put up Electric Bells.

Typewriters cleaned and repaired at reasonable prices.

Rickshaw tyres kept in stock.

RAMSEY & CO., 18, D'Almeida Street.

Hongkong, 24th September, 1903. [2869]

BANK

IMPERIAL BANK OF CHINA Established by Imperial Decree of the 12th NOVEMBER, 1896.

SUBSCRIBED CAPITAL, Shanghai Tl. 5,000,000 PAID-UP CAPITAL, " " 2,500,000

HEAD OFFICE—SHANGHAI.

BRANCHES AND AGENCIES. Canton, Chefoo, Hankow, Peking, Tientsin, Shanghai, Singapore.

The Bank purchases and receives for collection Bills of Exchange drawn on the above places, and sells Drafts and Telegraphic Transfers payable at its Branches and Agencies.

HONGKONG BRANCH. Advances made on approved securities. Bills Discounted.

INTEREST ALLOWED ON DEPOSITS. At 2 per annum on Current Account daily balances.

3 per annum on Fixed Deposits for 3 months.

4 per annum " " " 6 " "

THE ROBINSON PIANO COMPANY, LIMITED

NOTE.

ENTIRELY
NEW STOCK

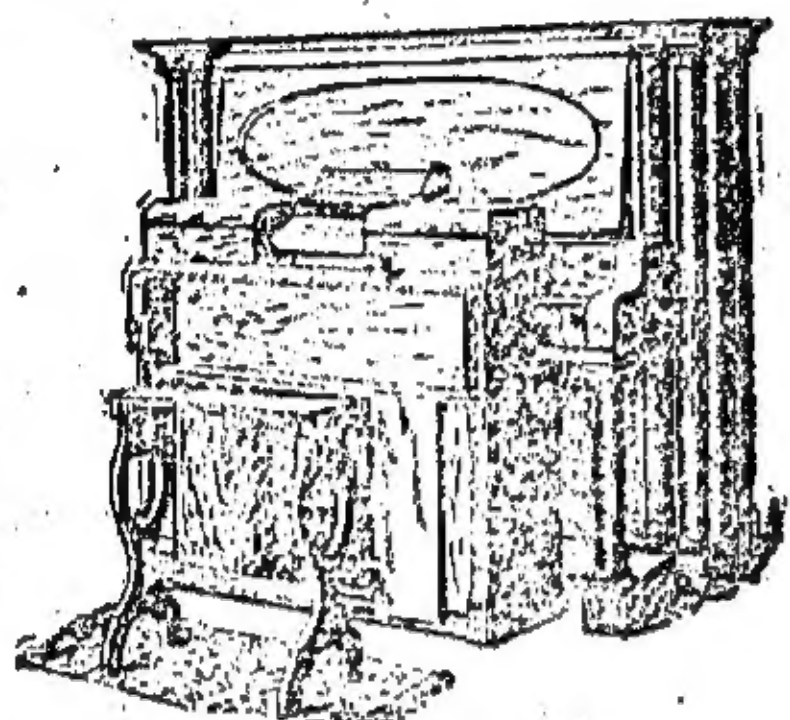
ARRIVING.
SPECIALLY AND MOST CAREFULLY

CHOSEN BY OUR
MR. ROBINSON,

NOW IN EUROPE.
GREAT

REDUCTIONS
in our present stock of Pianos and Musical Goods.

Our NEW MUSIC STOCK has arrived.



THE APOLLO
MASTER PIANO
PLAYER

THE BEST OF ALL

THREE STYLES.
PRICE FROM \$159 UP.

PATTI ENDORSES THE APOLLO.

Adeline Patti (Bromberg) Calverton has given another great testimonial to the Apollo Piano-Player. She was so delighted with the instrument that she purchased it for her last year that this season's testimonial is even stronger than the last one that she gave.

Miss Patti says that the Apollo master has given her the greatest pleasure and that she has never known a grand piano so perfect in tone and perfect in play as this one that she has ever seen.

Hongkong, 15th October, 1903. [2484]

HONGKONG
BUSINESS DIRECTORY

BOOKBINDING

"DAILY PRESS" OFFICE.
The only office in China where European taught workmen. Equal to Home Work.

FURNITURE WAREHOUSEMEN

A. CHIE & CO., Established 1872.
Every Household Requisite. Depot for European Goods. 12, Queen's Road Central.

CHIEUNG LEE & CO., Furniture Store.
Established over 20 years. Importers and Exporters. Teakwood, Furniture, Blank wood, Jewellery, &c. Highest quality and best and cheapest. 14, Queen's Road Central.

JEWELLERS

MAISON LEVY HERMANOS.
Diamond Merchants and Watchmakers. 10, Market Building, Queen's Road. (At the corner of Market Building, Prince and Albert).

PROTODUCTION

M. MINOYA, JAPANESE ARTIST.
Landscape and Chinese Engravings and also colouring Photos and relief Photos. Views of China and Japan. Work done for Amateurs. 10, 8A, Queen's Road Central.

PRINTING

"DAILY PRESS" OFFICE.
Prints read by Englishmen.

STOREKEEPERS

F. BLACKHEAD & CO.,
Navy Contractors, Sailmakers, Provision and Coal Merchants. Sole Agents for Hartmann Bahlsen's Genuine Corn position Brand Brand.

BISMARCK & CO.,
Ship Chandlery, Ship Chandlery, Provision and Coal Merchants, Sailmakers, &c. Fresh Water supplied to Vessels in the Harbour.

KWONG SANG & CO.,
Ship Chandlery, Sailmakers, Provisioners, Coal Merchants, Hardware, Engineers' Tools, Brass and Iron Merchants, 14, Des Voeux Road.

MORE & REIMUND,
25 and 26, Commercial Road, Praya Central. Ship Chandlery, Sailmakers, Rigging, Commission Agents and General Storekeepers. Sole Agents for Shipowners' Commission ("Grayhound Brand") and Bluebell Brand & Co.'s Commission.

WATCHMAKERS

DROZ & CO.,
14, Queen's Road Central. Repairs of Watches and Clocks by competent European experts, at moderate rates.

ENTERTAINMENT

LADIES' BENEVOLENT SOCIETY.
A PROMENADE CONCERT
in aid of the Funds of the Ladies' Benevolent Society will be held on THE VOLUNTEER PROMENADE GROUND (kindly lent for the occasion),

SATURDAY, 17th OCTOBER, 1903.
AT 4 P.M.
Admission: 2s (Unreserved and Reserved) and 1s. Seated, Soldiers and Volunteers in Uniform 5 cents.
Tickets can be obtained from Messrs. Kelly & Walsh, and the Committee of the Benevolent Society.

If the weather is unfavourable the Concert will be held at the City Hall.
Hongkong, 9th October, 1903. [2584]

PUBLIC NOTICE.

UNION INSURANCE SOCIETY OF CANTON, LIMITED.

NOTICE TO SHAREHOLDERS.

A DIVIDEND of \$32 per Share for the year 1902, amounting to 32% on the paid-up Capital of \$100 per Share, has been declared. Warrants will be issued on the 9th OCTOBER.

By Order of the Board,
W. J. SAUNDERS,
Secretary.

Hongkong, 9th October, 1903. [2585]

CANTON INSURANCE OFFICE, LIMITED.

NOTICE TO SHAREHOLDERS.

THE TWENTY-SECOND ORDINARY GENERAL MEETING of SHAREHOLDERS will be held at the OFFICES of the Underwritten at 12, C/O. (Room) on THURSDAY, the 22nd OCTOBER.

The TRANSFER of 100 Shares of the Company will be C.O.S.D. from the 1st to the 22nd OCTOBER, both days inclusive.

JARDINE, MATHESON & CO.,
General Agents.

Canton Insurance Office Limited,
Hongkong, 26th September, 1903. [2571]

HUMPHREYS, ESTATE AND FINANCE COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of HUMPHREYS, ESTATE AND FINANCE COMPANY, LIMITED, will be held at the COMPANY'S OFFICES, Nos. 38 and 40, Queen's Road Central, Victoria, Hongkong, on SATURDAY, the 3rd day of OCTOBER, 1903, at 10.30, when the Subscribed Resolutions will be proposed, viz.:

1. "That the Capital of the Company be increased from \$1,000,000 (one million) to \$1,500,000 (one million five hundred thousand) by the creation of 5,000 new shares of \$30 each to be offered and if accepted, to be allotted to the present shareholders of the Company in proportion to the ratio and proportion of one new share for every two old shares in the Company held by the respective shareholders thereof, the amount payable on each of such new shares respectively to be paid at such time or times and in such manner as the Company by its General Managers may hereafter determine."

2. "That Article No. 82 of the Articles of Association of the Company be cancelled and the following Article substituted therefor:—

"The remuneration of the General Managers shall be \$1,000 per annum (which shall cover office rent but not salaries of Secretary and other employees) and a commission of 5 per cent. of the net profits of the Company for each year that such profits amount to 7 per cent. of the Capital of the Company."

Should the above Resolutions be duly passed they will be required for confirmation at Special Resolutions to be passed at a subsequent General Meeting which will be subsequently convened.

Dated this 24th day of July, 1903.

JOHN D. HUMPHREYS & SON,
General Managers. [2505]

HUMPHREYS, ESTATE AND FINANCE COMPANY, LIMITED.

THE SHARE CERTIFICATE No. 4572

for one hundred shares, of a paid-up value of \$3,000, issued to the order of Dr. THOMAS JENNINGS of Hongkong, having been lost, & RETURNED TO THE ISSUING OFFICE, that notice is hereby given that the said certificate be produced at the office of the Company, 38 and 40, Queen's Road Central, Victoria, Hongkong, before 25th October 1903, a new certificate for the said shares will be issued and the old certificate will thereafter be void by the Company as null and void.

JOHN D. HUMPHREYS & SON,
General Managers.

Hongkong, 23rd September, 1903. [2572]

CARBOLINEUM—VARNISHES

USED FOR OVER 25 YEARS.

IN CASES OF ABOUT 450 LBS. NET

IN TINS OF 45 LBS.

TRADE MARK

CARBOLINEUM AVERNUS

Thoroughly reliable preservative for Wood and Stone against White Ants, Decay, Fungus, Rot, and Dampness.

LUTGENS, EINHORN & CO.,
Sole Agents for China.

Hongkong, 1st July, 1902. [1390]

VIEW OF HONGKONG

ILLUSTRATED POST CARDS

Coloured, White-Away Cards, &c.

For Sale at GRACA & CO.'S Stall at HONGKONG HOTEL CORRIDOR.

Also Used and Unused Foreign and Colonial POSTAGE STAMPS

In Sets, Packets or Single. King Edward VII. Albums, Catalogues, Hinges, &c., &c., &c.

Inspection invited.
Hongkong, 12th June, 1903. [2573]

(Continued from page 3.)
and would have made a large free grant of land for the purpose of a naval station there.

Hongkong is a Crown Colony—that is, a Colony where no important work can be undertaken or expenditure incurred without the consent of the Colonial Office, and where no law can come into operation until the assent of the Crown has been obtained. The people are represented in the Legislative Council, but the Government controls a substantial majority of the votes, and no measure can be carried against the wishes of the Governor. Such a form of government possesses great advantages for a Colony in which the population is made up of a few white men surrounded by an overwhelming number of natives; but it is above all things necessary in such a Government that the officials should be capable administrators, men of broad views and a tolerant habit of mind; and from the peculiar difficulty of controlling a large Chinese population there is special need in Hongkong of a fixed policy and of permanent tenure of office for those charged with its fulfilment. In these respects Hongkong has been from the first most unfortunate. As early as 1859 the *Times* wrote:—

"Hongkong is ill-connected with some discreditable internal squabbles. Every official's hand is then against his neighbour. The Governor has a way to seek health or quiet elsewhere. The newspaper proprietors were, of late, all more or less in prison or going to prison or coming out of prison, on prosecutions by some one or more of the incriminated or incriminating officials. A dictator needed a sensible man, a man of tact and firmness. We cannot be always investigating a crime in a hospital where each individual to-day has his dignity and a grievance."—*Times*, March 15, 1889.

The present unsatisfactory state of the Administration is due in a great measure to a heritage of disorder and lack of system. In passing the following criticism on the state of the colony I wish to disclaim any intention of making a personal attack upon any official; and no one who has spent four months in Hongkong, as I recently did, in the colony could fail to be impressed, as I was, with the fact that in the colony as well as in the inferior ranks of the service there are a few men of the highest ability and usefulness, nor could he fail to notice that such men were few and far between. On my first arrival in the colony I found the Governor absent on leave, the administration of the government being in the hands of the general manager of the troops. This fact raises a question which I have often discussed with colonial Civil servants—namely, the advisability of allowing a military officer, however competent in his own work, to take over the civil administration of a colony. On general principles I am always opposed to such a course, and in this opinion I have the support of almost every colonial official with whom I have discussed the matter—namely, that the proper officer to administer the colony is the Governor, and that in cases where there are special reasons why the Civil Secretary should be allowed to act, the duty should devolve on the Civil Secretary. The training of a soldier almost always fits him for the duties of a civil administrator; and in Hongkong, where a number of vexatious questions exist between the military and civil authorities, it seems ill-advised to entrust the highest military authority and the highest civil authority in the person of one official. During the three months immediately following my arrival in the colony three different gentlemen occupied the post of Civil Secretary, and three different gentlemen acted as Civil Secretary-General. The reports of the Civil Secretary-General for 1901 show that the attendance included an Acting Attorney-General, an Acting Colonial Treasurer, and an Acting Director of Public Works. The services of the colony have suffered greatly from the evil of no fixed appointments, and a system should be introduced under which it would not be necessary to transfer so many officials from one department to another whenever a minor official goes on leave.

Owing to the fact that there has been no official of Hongkong ever charged with the preservation of the colonial records or with the collection of a suitable library for the Colonial Secretary's office and for the Council Chamber, there is not collected in any one place a complete set of the printed records of the colony; and although the Council Chamber library contained a history of Dalmatia and St. Petersburg and a volume of Greek verses of Shrovetbury School, I found it impossible to find a set of the colony's *Official Gazette* or with the administrative reports of the other Crown colonies. The system of indexing the official correspondence of the colony is one of utter confusion. There appears to be no recognised set of fixed sub-divided subject-headings under which documents could be classified with some approach to uniformity, and the result is that a great deal of time is wasted in searching for documents to which reference becomes necessary from time to time.

Two circumstances have contributed very largely to the unsatisfactory condition of the clerical work of the colonial Government, one the inadequate size of the Government offices, and the other the employment of a large number of junior clerks, Chinese and Portuguese, at salaries little better than those paid to day labourers. After visiting every colony of importance in the British Empire, except

those situated in Africa, I can safely say that the Hongkong Post Office and Supreme Court are housed in the most wretched building ever dignified with the name of a Government office, and that the Colonial Secretary's department, the Public Works, and the Registrar-General's office are little better off. The Governor, happily for himself, has one of the best Government houses to be found among the smaller colonies, and, in addition, a charming summer residence at the Peak. It should be a source of satisfaction to the people of Hongkong that at last the Colonial Office has consented to the erection of a number of new Government offices. The matter of the junior clerks in the service is one which will have to be faced if the service is to be improved; and there appears to be but one satisfactory solution, and that is the increased employment of clerks. The service is a most vicious, a system which has worked admirably in the Straits Settlements. It is an expensive way of securing efficient colonial civil servants, and after the expense has been incurred the result will not be satisfactory unless the heads of departments set a better standard of work than has prevailed hitherto in Hongkong. But with the infusion of a more vigorous spirit into the administration, and with an increase in the number of clerks, these faults in the Government which have led to serious attempts to secure a change in the constitution of the colony should be removed by a process of internal reform.

I have had a good deal of stress on the inefficient work of the clerical departments of the Government and on defects in the machinery of administration for the reason that the experience of colonial officials proves that, whereas bad work may occasionally be done where the general system is good, it is the worst occurrence that good work is done where the general system is bad. Nothing has been said of specific instances of bad work in the various departments of the Government of Hongkong, because such criticisms would have involved a direct reflection on the ability of individual officials. But two instances may be cited in which a grave responsibility has rested on successive Governors and on their advisers, and in which the interests of the colony have been sacrificed to official dilatoriness. In 1848 a case of outbreak of bubonic plague occurred in Hongkong, and from that time onward the colony has scarcely been free from it. Notwithstanding the serious nature of such a visitation it is a sad fact that the Government took the matter thoroughly in hand by calling for a report on the subject from Professor W. J. Simpson, and a public health and building ordinance was drafted by the late one of Professor Simpson's reports and the advice of Mr. Robert Chishwick, C.M.G., and of Mr. Francis Clark, medical officer of health, some eight years after the first outbreak of plague. The other instance to which I refer is the water supply of the colony. About 20 years ago Mr. Robert Chishwick, C.M.G., was called upon to make a report on the water supply of Hongkong. He reported the Government with a number of suggestions, which were only carried out in part. During the early part of 1901 the colony was threatened with absolute loss of its water supply. So grave had the situation become in the colony in April that the water was only turned on for half an hour daily, and water had to be brought over from Kowloon in boats. The suffering produced by a water famine in a tropical country can scarcely be imagined by anyone who has not witnessed it, and it is one of the fiercest duties of the Government to protect the people against such an occurrence. After an interval of 20 years, Mr. Chishwick had to be again called to the colony to report on the state of the water supply.

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GLASGOW and LIVERPOOL	"POLYPHEMUS"	On 19th October.
GLASGOW and LIVERPOOL	"ANTENOR"	On 24th October.
GLASGOW and LIVERPOOL	"OANFA"	On 31st October.
GLASGOW and LIVERPOOL	"ULYSSES"	On 7th November.
GLASGOW and LIVERPOOL	"ACHILLES"	On 14th November.
GLASGOW and LIVERPOOL	"PROMETHEUS"	On 21st November.
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HOMEWARDS.

FOR	STEAMERS	TO SAIL
MARSEILLES, LONDON and ANTWERP	"PAK LING"	On 27th October.
MARSEILLES and LIVERPOOL	"NINGHOW"	On 10th November.
LONDON and ANTWERP	"TANTALUS"	On 10th November.
MARSEILLES, LONDON and ANTWERP	"POLYPHEMUS"	On 24th November.
LIVERPOOL	"ANTENOR"	On 8th December.
MARSEILLES, LONDON and ANTWERP	"ACHILLES"	On 15th December.
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MARSEILLES, LONDON and ANTWERP	"DARDANUS"	On 5th January.

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SHANGHAI	"KALGAN"	On 19th October.
AMOI, SAMARANG and SOERABAYA	"SHANTUNG"	On 17th October.
MANILA	"SUNGKIANG"	On 21st October.
WEI-HAI-WEI, CHEFOO and TIENTSIN	"NANCHANG"	On 24th October.
MANILA	"TAIWAN"	On 28th October.
PORT DARWIN, TUESDAY, ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	"TAIYUAN"	On 28th October.
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SHAWMUT	9,606	W. M. Smith	Wed. 11th November
* OLYMPIA	2,837	A. Dixon	Wed. 11th November
TACOMA	2,812	M. Bailey	Tuesday, December 15th
* VICTORIA	3,502	J. T. Bridge	Saturday, December 19th
TRENTON	3,606	T. W. Garlick	Thursday, December 24th
* LYRA	4,417	G. V. Williams	Thursday, January 2nd

* Have no second class accommodation. † Cargo only.

FOR MANILA.

The largest, steadiest, and most comfortable steamers for Manila.

S.S. SHAWMUT	9,606 tons.	Capt. W. M. Smith	About 24th October.
TRENTON	3,606 tons.	T. W. Garlick	About 28th November.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND
Cuisine. ELECTRIC LIGHT, DOCTOR AND STEWARDESSE.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.
For further information apply to—

DODWELL & CO., LIMITED,
GENERAL AGENTS.
QUEEN'S BUILDINGS.

Hongkong, 15th October, 1903.

FOR YOKOHAMA AND KOBE.

THE H.A.L. Steamship

"SEGOVIA."
Capt. Forck, will be despatched for the above
ports on WEDNESDAY, the 21st inst., at
Noon.
For Freight or Passage, apply to
HAMBURG-AMERIKA LINIE,
Hongkong Office.
Hongkong, 13th October, 1903. [2866]



AUSTRIAN LLOYD'S STEAM NAVI-
GATION COMPANY.

STEAM FOR
FUME AND TRIESTE (DIRECT).
Calling at SINGAPORE, PENANG,
CALCUTTA, COLOMBO, ADEN,
SUETZ and PORT SAID.
(Taking Cargo at through rates to the Brazils;
to SOUTH AFRICA, RED SEA, BLACK SEA,
LEVANT, VENICE and ADRIATIC PORTS).
THE Company's Steamship

"FRANZ FERDINAND."
Capt. Matovich, will be despatched as above
on WEDNESDAY, the 21st October.
For information as to Passage and Freight,
apply to
SANDER, WIELER & CO.,
Agents,
Princes' Buildings,
Hongkong, 23rd September, 1903. [3]

EASTERN AND AUSTRALIAN STEAM-
SHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.
(Calling at TIKOR, PORT DARWIN and QUEEN-
SLAND Ports and taking through cargo to
ADELAIDE, NEW ZEALAND, TASMANIA,
&c.)

THE Steamship

"AUSTRALIAN."
Capt. MacArthur, will be despatched for the
above ports on WEDNESDAY, the 21st inst.,
at Noon.
This well-known Steamer is specially fitted
for Passengers, and has a Refrigerating Cham-
ber, which ensures the supply of Fresh Provi-
sion, &c., throughout the voyage.
The Steamer is installed throughout with the
Electric Light.
* Stewards and a duly qualified surgeon
accredited.

* To ensure the additional comfort of
passengers the Steamers of the Company have
electric fans fitted in staterooms.
For Freight or Passage, apply to
GIBB, LIVINGSTON & CO.,
Agents,
Hongkong, 12th October, 1903. [2861]

THE PENINSULAR AND ORIENTA
STEAM NAVIGATION COMPANY

STEAM FOR STRAITS, CEYLON, AUS-
TRALIA, INDIA, ADEN, EGYPT,
MEDITERRANEAN PORTS,
PLYMOUTH, AND LONDON, via
SUEZ, CANAL, and SOUTH AFRICAN PORTS.

"COROMANDEL."
Capt. G. M. Montford, carrying His
Majesty's Mails, will be despatched from this
port for Bombay, etc., on SATURDAY, the 24th
OCTOBER, at Noon, taking passengers and
cargo for the above ports.
Silk and Valuable cargo for France, and
Tea for London (under arrangement) will be
transhipped at Colombo into a steamer proceed-
ing direct to Marseilles and London; other
cargo for London, &c., will be conveyed via
Bombay.

Parcels will be received at this Office until
4 P.M. the day before sailing. The contents and
value of all packages are required.
Shippers are particularly requested to note
the terms and conditions of the Company's
bills of Lading.
For further particulars, apply to
E. A. HEWETT,
Superintendent,
Hongkong, 14th October, 1903. [1]

THE AMERICAN ASIATIC STEAM-
SHIP COMPANY.

STEAMSHIP SERVICE FOR NEW
YORK VIA THE SUEZ CANAL.

"NORDKYN," Captain A. Beer,
will be despatched on SATURDAY, the 24th
OCTOBER, to be followed by the steamship

"HERMISTON," Captain W. T. Bain,
on or about WEDNESDAY, 18th NOVEM-
BER.

For Freight, &c., apply to
SHEWAN, TOMES & CO.,
General Agents,
Hongkong, 14th October, 1903. [2657]

CHINA COMMERCIAL STEAMSHIP
COMPANY, LIMITED.

司公限有船輪華中
FOR MOJI, KOBE, YOKOHAMA,
MANZANILLO, MEXICO, AND
SAN FRANCISCO.

THE Steamship

"CHINGWU."
Capt. Parkinson, will be despatched for the
above ports on WEDNESDAY, the 4th
November, at Noon.
For Freight, apply at Company's Office.
No. 20, Des Vaux Road.
J. S. VAN BUREN,
Superintendent,
Hongkong, 10th October, 1903. [2843]

FOR CANTON.

THE new and fast Twin-Screw Steamer

"SAN CHEUNG."
551 Tons, Captain A. Murphy, will leave for
Canton at 8 P.M., on SUNDAYS, TUES-
DAYS and THURSDAYS, leaving on
Hongkong on the following days, leaving on
at 5 P.M. Excellent accommodation, electric
light, and perfect cuisine. Wharf at Hongkong
near Harbour Office.
First-class Fare, 33 each way. Meals, 5/-
each.
* Cargo Freight very moderate.
J. TREVOUR & CO.,
No. 123, Comma Road Central.
Hongkong, 30th June, 1903. [1751]

CHINA NAVIGATION CO., LIMITED.

HONGKONG-MANILA.
REDUCED SALOON PASSAGE
MONEY.

SINGLE, \$20; RETURN, \$35.

STEAMERS FITED THROUGHOUT WITH
ELECTRIC LIGHT. FIRST CLASS ACCOM-
MODATION. UNRIVALLED TABLE. DULY
QUALIFIED SURGEON CARRIED.

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 4th July, 1904. [1964]

HONGKONG-MACAO LINE.

S.S. "WING CHAI."
Capt. Samuel Bell Smith.
DEPARTURES from Hongkong, on week
days, at 7.30 A.M.; on Excursion
Sundays, at 8.30 A.M.; from Macao week days
at about 2 P.M. and Sundays about 7.30 P.M.
FARE (week days) 1st Class (including cabin
and service), \$2. Return Ticket \$5.
2nd Class \$1. 3rd Class 50 cents.
On Excursion Sundays 1st, 2nd, and 3rd Class
Single Ticket \$2. Return Ticket \$3. Return
Ticket including Tiffin and Dinner either on
board or at Macao Hotel \$5. On Sundays \$5
extra will be charged for each Cabin which has
accommodation for two or more Passengers.
Wharf at the Western end of Wing Lok
Street.

The Steamer runs an Excursion Trip Every
Sunday, and takes only 3 1/2 hours to reach Macao.
MING ON & CO.,
2nd Floor, 6, Victoria Street,
Hongkong, 8th September, 1903. [2112]

NOTICE TO CONSIGNEES

FROM HAMBURG, EMDEN AND
SINGAPORE.

THE H.A.L. Steamship

"ARTEMISIA."
Capt. Groumeyer, having arrived from the
above ports, Consignees of Cargo are hereby
requested to send in their Bills of Lading for
counter-signature by the Undersigned and to
take immediate delivery of their Goods from
alongside.

Optional Cargo will be forwarded unless
notice to the contrary is given before Noon,
Tuesday, the 12th inst.

Any Cargo impeding free discharge will be
landed into the Godowns of the Hongkong and
Kowloon Wharf and Godown Company, Limited,
and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods
have left the Godowns, and all Goods remaining
undelivered after the 19th October will be
subject to rent.

All broken, chafed, and damaged Goods are
to be left in the Godowns, where they will be
examined on the 19th October, at 3 P.M.
No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE,
Hongkong Office.
Hongkong, 12th October, 1903. [2874]

NOTICE TO CONSIGNEES

FROM BOMBAY AND STRAITS.

THE P. & O. S. N. Co.'s Steamship

"LIGHTNING"
having arrived from the above ports, Consignees
of Cargo are hereby informed that their Goods
will be delivered from alongside.

Cargo impeding the discharge will be landed
at once, at Consignees' risk and expense.

Cargo remaining on board after 4 P.M. of the
14th instant, will be landed at Consignees' risk
and expense into the Godowns of the Hongkong
and Kowloon Wharf and Godown Company, Limited.

Consignees of Cargo from SINGAPORE
and PENANG are requested to take IM-
MEDIATE delivery of their Goods from
alongside, such Cargo impeding the discharge
of the Vessel will be landed and stored at
Consignees' risk and expense.

No Fire Insurance will be effected.
Bills of Lading will be countersigned by the
Undersigned.

DAVID SASSOON & CO., LD.,
Agents,
Hongkong, 12th October, 1903. [2862]

NOTICE TO CONSIGNEES.

FROM BOMBAY AND STRAITS.

Consignees of Cargo by the above-named
vessel are hereby informed that their Goods are
being landed and placed at their risk in the
Hongkong and Kowloon Wharf and Godown
Company's Godowns at Kowloon, where each
consignment will be sorted out Mark by Mark,
and delivery can be obtained as soon as the
Goods are landed.

The Vessel brings on Cargo—
From Persia Gulf, ex B. I. S. N. and
B. & P. S. N. Co.'s steamers.
From Malabar Coast, ex s.s. Nuvab.
Goods not cleared by the 18th inst., at 4 P.M.,
will be subject to rent.

Damaged packages must be left in the Go-
downs for examination by the Consignee and the
Company's representative at an appointed
hour. All Claims must be presented within
ten days of the steamer's arrival here, after
which date they cannot be recognised. No
Claims will be admitted after the Goods have
left the Godowns.

E. A. HEWETT,
Superintendent.
Hongkong, 12th October, 1903. [1]

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENVOIRICH"
FROM AN WERF, LONDON AND
STRAITS.

CONSIGNEES of Cargo are hereby infor-
med that all Goods are being landed at their
risk into the Godowns of the Hongkong and
Kowloon Wharf and Godown Co., Ltd., along-
side or from the wharves delivery may be
obtained.

No Claims will be admitted after the Goods
have left the Godowns, and all Goods undelivered
after the 20th inst. will be subject to rent.
All Claims against the Steamer must be
presented to the Undersigned on or before the
30th inst., or they will not be recognised.
All broken, chafed, and damaged Goods are
to be left in the Godowns, where they will be
examined on the 19th inst., at 3 P.M.
No Fire Insurance has been effected.
Bills of Lading will be countersigned by
GIBB, LIVINGSTON & CO.,
Agents,
Hongkong, 13th October, 1903. [2871]

DENSMORE TYPEWRITERS

NATIONAL CASH REGISTERS.

SOLD ON EASY MONTHLY PAYMENTS.
For Information, &c., apply to—
M. A. OLARKE,
Sole Agent, 2, 4 & 6, Escolas, Manila, P.I.
Hongkong, 5th October, 1903. [2784]

True Economy.

Many people think that by buying a
low-priced article they are getting the
cheapest. There is no more erro-
neous idea. True economy consists in
obtaining the best value for money.

van Houten's Cocoa

is highly concentrated, perfectly solu-
ble and most easily digested. You can
therefore get more strength and
nourishment out of it than out of any
other. Experience will prove that it
is the

Best & Goes Farthest.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"MALTA."
FROM ANTWERP, LONDON, PORT
SAID, SUEZ, BOMBAY, COLOMBO
AND STRAITS.

Consignees of Cargo by the above-named
vessel are hereby informed that their Goods are
being landed and placed at their risk in the
Hongkong and Kowloon Wharf and Godown
Company's Godowns at Kowloon, where each
consignment will be sorted out mark by mark,
and delivery can be obtained as soon as the
Goods are landed.

This Vessel brings on Cargo—
From London, &c., ex s.s. Oceanic.
From Australia, ex s.s. Himalaya.
From Persia Gulf, ex B. I. S. N. and
B. & P. S. N. Co.'s steamers.

Optional Goods will be landed here unless
instructions are given to the contrary before
1 P.M. on Thursday, the 15th inst.

Damaged packages must be left in the Go-
downs for examination by the Consignee and the
Company's representative at an appointed
hour. All Claims must be presented within
ten days of the steamer's arrival here, after
which date they cannot be recognised. No
Claims will be admitted after the Goods have
left the Godowns.

E. A. HEWETT,
Superintendent.
Hongkong, 9th October, 1903. [1]

MARTIN'S
APIOL & STEEL
PILLS

A French Remedy for all ailments of the
Stomach and Bowels, such as Indigestion,
Flatulence, Constipation, &c. It is a
most valuable and reliable medicine, and
is sold in all the principal Pharmacies and
Chemists.

FOR NERVOUS
EXHAUSTION

CHAPOTEAUT'S
Phospho
Glycerate
of Lime

For Nervous Troubles
in Adults and Children

SOLD IN
Capsules, in Syrup,
and in Wine

Increases vital energy and nerve force.
Full instructions with each bottle.

CHAPOTEAUT-PARIS, FRANCE
1892-4

BUDWEISER
BEER

EXTRA PALE LAGER IN CLEAR BOTTLES,
OF UNIVERSAL POPULARITY.

ANHEUSER BUCHS BREWING
ASSOCIATION, ST. LOUIS.

THE BEER IS BREWED OF THE BEST BARLEY HOPS AND
FINEST WATER, AND IS GUARANTEED PURE
AND UNADULTERATED.

This Beer is brewed of the best Barley Hops and
finest Water, and is guaranteed pure and
unadulterated.

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